

Amendments to the Drawings:

The attached 18 replacement sheets replace the originally-filed drawings captioned in Japanese.

Remarks

Claims 1-22 are pending in the application and are rejected.

Objections to the drawings

The drawings were objected to. Withdrawal of this objection is respectfully requested in view of the replacement drawings captioned in English submitted herewith. No new matter has been added.

Claim rejections

Section 103

Claims 1, 16 and 17 were rejected under 35 USC 103(a) as being unpatentable over Tabata et al. (JP 10-304514) ("Tabata") in view of Tezuka (US 5,195,037). The Applicant respectfully traverses. Tabata and Tezuka cannot support the asserted rejection for at least the reason they do not disclose or suggest "a first integration module that integrates the angular acceleration, which is measured by said angular acceleration measurement module, to give a time integration thereof since detection of the skid by said first skid detection module" as recited in independent claim 1. Furthermore, Tabata and Tezuka do not disclose or suggest "a first torque restoration control module that, in response to at least a reducing tendency of the skid, restores the torque output, which is restricted by said first torque restriction control module, according to the time integration of the angular acceleration given by said first integration module and controls said motor with the restored torque output" as recited in claim 1.

Along similar lines, Tabata and Tezuka do not disclose or suggest "integrating the angular acceleration, which is measured by said step (a), to give a time integration thereof since detection of the skid by said step" and "in response to at least a reducing tendency of the skid, restoring the torque output, which is restricted by said step (c), according to the time integration of the angular acceleration given by said step (d) and controlling said motor with the restored torque output" as recited in independent claim 17.

Instead, Tabata relates to a hybrid vehicle with an engine and a motor that output power to drive wheels via a transmission. The hybrid vehicle includes a wheel rotational-speed sensor that measures an angular rotation speed ω of a drive wheel and a slip prediction module that determines whether $|d\omega/dt|$ (angular acceleration) reaches a value α or not to predict a slip, where $|d\omega/dt|$ represents the rate change in time of the angular rotation speed ω of the drive wheel detected by the wheel rotational-speed sensor. When a slip of a drive wheel is predicted, the hybrid vehicle of Tabata lowers the motor torque increased according to the downshift of the transmission with a smaller variation or lowers the motor torque with a temporary delay. Although the Examiner points to sections [0008]-[0011], the abstract and sections [0082]-[0094] of Tabata, these portions are silent with respect to a first integration module that integrates the angular acceleration as recited in claim 1, or integrating the angular acceleration as recited claim 17.

The Examiner recognizes that Tabata does not suggest a first torque restoration module as recited in claim 1, and relies on Tezuka for this feature. The Applicant respectfully disagrees. Tezuka relates to a motor vehicle having a central differential for distributing output torque of a transmission to front wheels and rear wheels and a fluid-operated restricting device for restricting differential operation of the central differential so as to change torque distribution ratio. In a system of the motor vehicle of Tezuka, there are provided torque setting means for setting a restricting torque of a clutch of the fluid-operated restricting device to a value which increases with an increase of the slip ratio of the rear wheels, correcting means for correcting the restricting torque to a predetermined fixed restricting torque for each driving condition, and control means responsive to the fixed restricting torque for operating the fluid-operated restricting device.

However, Tezuka is silent regarding a first torque restoration control module as recited in claim 1. Instead, at most Tezuka only describes a feature of correcting the restricting torque based on a driving condition and controlling the fluid-operated restricting device to apply the corrected restricting torque to a fluid operated multiple-disk clutch of the central differential. This is completely different from the first torque restoration control module of the invention as claimed, which restores the torque

output, which is restricted in response to detection of a skid, according to the time integration of the angular acceleration, and controls the motor with the restored torque output.

It should be noted that the first torque restoration control module of the claimed invention is not only to restore the output torque in response to a reducing tendency of a skid, but also to restore the output torque according to the time integration of the angular acceleration. This feature is clearly absent from the art of record.

Independent method claim 17 recites features which are substantially parallel to claim 1's. Accordingly, in view of the above discussion, claims 1 and 17 are allowable over Tabata and Tezuka. Claim 16 is likewise allowable for at least the reason that it depends on claim 1. Withdrawal of the rejection of claims 1, 16 and 17 is therefore respectfully requested.

Claims 2-9 and 16-22 were rejected under 35 USC 103(a) as being unpatentable over Tabata and Tezuka, and further in view of Sato et al. (US 4,446,522). The Applicant respectfully traverses. Claims 2-9 and 16-22 depend on one of independent claims 1 or 17 and are therefore allowable over Tabata and Tezuka for at least that reason. Sato et al. does not remedy the deficiencies in Tabata and Tezuka discussed above. Therefore, claims 2-9 and 16-22 are further allowable over the combination of Tabata, Tezuka and Sato et al. Withdrawal of the rejection of claims 2-9 and 16-22 are therefore respectfully requested.


Conclusion

In light of the above discussion, Applicant respectfully submits that the present application is in all aspects in allowable condition, and earnestly solicits favorable reconsideration and early issuance of a Notice of Allowance.

The Examiner is invited to contact the undersigned at (202) 220-4323 to discuss any matter concerning this application. The Office is authorized to charge any fees related to this communication to Deposit Account No. 11-0600.

Respectfully submitted,

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